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 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY

50X1-HUM

REPORT

INFORMATION REPORT

CD NO.

COUNTRY AlbaniaDATE DISTR. 31 Oct. 1951SUBJECT Port of DurresNO. OF PAGES 4PLACE
ACQUIRED NO. OF ENCLS. Attachments
(LISTED BELOW) Nos. 1-3DATE OF
INFO. SUPPLEMENT TO 50X1-HUM
REPORT NO.**REFERENCE COPY**

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THIS IS UNEVALUATED INFORMATION

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1. Port facilities and working progress:

- a. A dredger is in constant operation along the inner portion of the west mole, particularly in front of Piers No. 1, 2, and 3, for the purpose of maintaining the necessary water depths at those points (See Attachment Nos. 1 and 2.)
- b. A large tugboat is also operating in the port, transporting large pieces of derelict iron materials, which are being heaped on the east mole and the petroleum landing-stage. These are said to be German reparations materials, but it more likely they are parts of former portal installations, destroyed by the Germans, which are now being dismantled for dispatch to some satellite country.
- c. Miscellaneous electrically-operated building machinery (such as pulverizers, cement mixers, etc.) are in use in the remodelling and enlargement of the west mole; about 300 workers are said to be engaged in this task (which extends down the mole for a length of 30 meters), but owing to the slowness of the laborers, the work is not expected to be completed for some five to six months. One aspect of the remodelling involves the extension of the railway line (which now runs as far as to the Port Captaincy Building) to the end of the mole. In addition, a small Decauville railway extending to Pier No. 1, was recently constructed on the west mole. No reconstruction work is being done at either of the two wooden landing-stages near the port warehouses on the west mole, nor on the landing-stage which runs perpendicular to the shore; the water depth at this point, however, has been carefully dredged to a bottom of 8 meters. (See Attachment No. 2.)
- d. The entire west mole is to be covered by a layer of concrete; the outer portion of the west mole was being reinforced by concrete blocks, in the construction of which large

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- 2 -

50X1-HUM

large wooden cases were being used. [redacted] these cases were in no way connected with reports of the alleged delivery in Durres of pocket-submarine parts. Twenty heavy trucks of Czech manufacture, having a capacity of 80 quintals (8 tons), as well as several heavy tractors, are being used in the necessary movement of materials in connection with the remodeling; the materials necessary for this work reportedly come from Poland, Czechoslovakia, and Rumania. Most of the materials used is piled up in heaps on the mole, where one can see large piles of wood, rolls of wire, profile irons and large diameter pipes. In this connection, [redacted] it is intended for the west mole to have a pipe line (sic) for the berthing of vessels, as well as a water outlet. [redacted] a large quantity of iron tubes, approximately 40 centimeters in diameter and 5 meters in length, were piled on the west mole, and [redacted] these lengths of tubes were intended for use in the construction of the forced-water conduit of the new hydroelectric plant in construction in Tirana (sic—Selita?). It is not known whether these tubes are the same as the pipes described further above.

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- e. Approximately 50 large wooden cases, 3 x 2 x 2 meters in size, believed to have contained miscellaneous machinery, were reportedly stacked near the building of the Port Captaincy; [redacted]

[redacted] one of these was marked "4,025 kilograms." Another 30 identical large cases, waiting to be loaded upon railway cars, were stacked behind the warehouses. Approximately 300 pine logs, stripped of bark, and an unspecified quantity of coal, were also piled in the same general vicinity.

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- f. There is said to be a 30-millimeter outlet for drinking water at the wooden landing-stage just in front of the warehouses on the west mole, and another at an unspecified point on the west mole; [redacted] the petroleum landing-stage has but a single pipe-line, which permits vessels to load petroleum, but no water. This latter mole (sic), as well as the west mole, has telephone facilities. [redacted] once the petroleum tanks are filled, and utilizing all means at the disposal of the port, no more than 30 tons of petroleum can be unloaded per hour.

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- g. The Durres shipyard disposes of two slipways, where four 300-ton motor-sailboats were undergoing repairs [redacted] In addition, [redacted] while the shipyard is not in a position to undertake any iron construction work, there were three 400-ton motor-sailboats presently under construction.

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[redacted] there were moored both to the right and to the left of the naval shipyard, small boats (among which were four motor-fishing boats and two motor patrol boats); there were no barges (sic—"bettoline") in the port of Durres. [redacted] the fishing boats go out in pairs every evening, and return in the morning.

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- h. The following vessels were being used in routine port traffic:

6 Old-style MAS

4 [redacted] motor patrol boats

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1 Small tugboat, having a capacity of approximately 200 tons, which carried on board 80 millimeter hoses, and a motor pump for the unloading and loading of fuel.

1 [redacted] tugboat — wooden launch, 200 h.p.

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1 [redacted] tugboat — iron launch, 100 h.p., in poor condition, the name of which is IEF SALATA.

1 Dredger, with bottom suction.

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- 3 -

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2. Information on the Albanian Navy:

- a. At the present time the mooring-place of vessels belonging to the Albanian Navy has been changed from the head of the west mole to the interior of the port, in the direction of the petroleum tanks, where there are also various brick buildings used as warehouses and barracks for the crews. Eight small MAS and two motor patrol boats, undergoing repairs, are moored here, while several new superstructures, ready for emplacement, can be seen on the beach. (See Attachment No. 2.)
- b. Numerous small cables and temporary slip-ways are visible in this vicinity; vessels here, [] are armed with small-caliber machine guns and torpedoes. [] the Albanian Navy was expected to receive additional small vessels, more or less adequately reconditioned. 50X1-HUM
- c. This new location of the Albanian Navy's small vessels also serves as a training site, and trainees execute continuous rowing maneuvers in full uniform and with fully-rigged boats.
- d. [] a two-masted motor-sailboat, destined for the naval school, was launched from the small shipyard at Durres. 50X1-HUM

3. Transportation of Chrome Ore from the Mine to the Pier:

- a. Approximately 20 railroad cars (of Soviet, [] and Czech manufacture) are used for this purpose, 18 of which have a capacity of 40 quintals each, and 2 a capacity of 80 quintals each. Movement of the ore goes on uninterruptedly day and night. 50X1-HUM
- b. To handle the movement of the chrome ore on the piers there are two cranes ("a cingoli"), [] which have a capacity of 3,500 kilograms, as well as some ten motor-operated cranes ("autogrue"); these cranes load the ore on decauville cars, which are then wheeled alongside the vessels. 50X1-HUM
- c. In connection with the operation of the chrome miner, [] these belong to the Hungarian Government, which, in return for the operation of the mines, delivers miscellaneous goods to Albania. A man, who on one occasion described himself as the "Hungarian Minister," is said to control the distribution of the chrome. [] mineral deposits, which included 25 different types of minerals, were discovered in Albania by Soviet mineralogists. 50X1-HUM 50X1-HUM

4. Cargo Vessels in Durres Harbor [] 50X1-HUM

STALONA WOIA	Polish registry, 6,800 tons; unloaded various types of iron profile equipment, miscellaneous machinery, plate sheets, and iron bars and small plates. The vessel then loaded chrome ore.
BEREZINA	Rumanian registry, from Constanta; unloaded large cases which, according to port laborers, contained machinery and glass for the new factories now under construction. The vessel then loaded chrome ore. (See Attachment Nos. 8-9.)
TEUTA	Albanian registry; unloaded cases similar to those unloaded by the BEREZINA.
ALI DUM	Motor-sailboat, loaded a cargo of wood.

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- 4 -

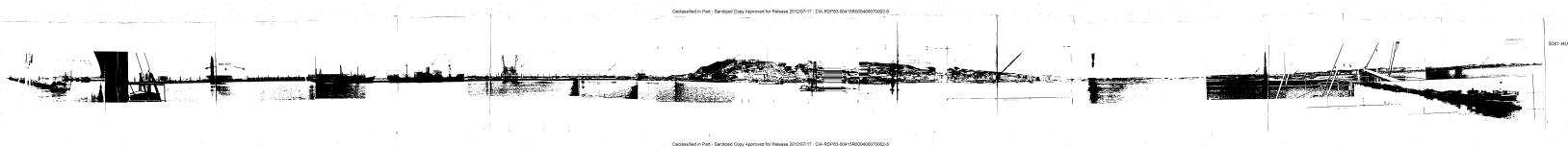
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[] a Soviet vessel departed from Durres, headed for the Black Sea, reportedly carrying Albanians from Tirana (high officials and deportees). 50X1-HUM

5. Miscellaneous Items of Interest:

- a. At night the lighthouses along the entire coastline of Albania are dark.
- b. Vessels cannot refurnish their food supplies in Albanian ports; also, shipowners are reportedly reluctant to incur any expenses locally because all payments have to be made in dollars, and at very high prices.
- c. The Soviets presently occupy a small palace, which flies the flag of the USSR, just outside of the port area, in the zone to the right of the AGIP tanks, next to the hospital which flies the flag of the Red Cross. There are very few men on land, and only women work in the State Bank.
- d. Malaria has been reported in this region, and medicine supplies are lacking.
- e. There is no radio station in Durres in contact with vessels; all telegrams were received by Radio Tirana and relayed to Durres by wire.

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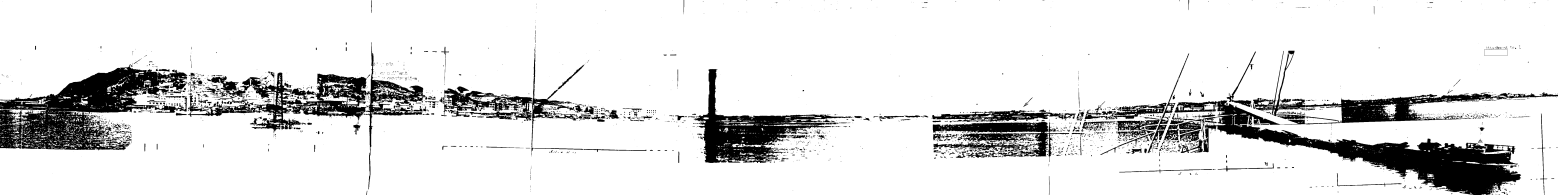
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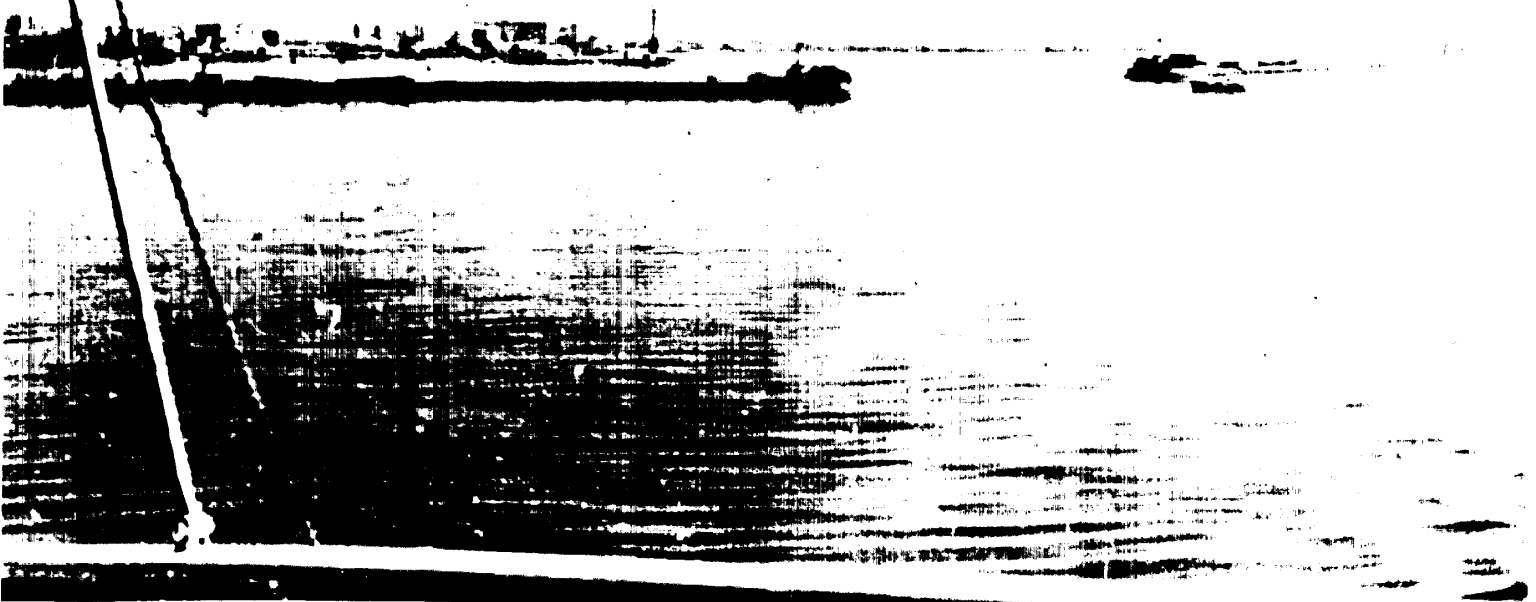


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Attachment No. 3

with ice
to the north
of Durres



Attachment No. 4

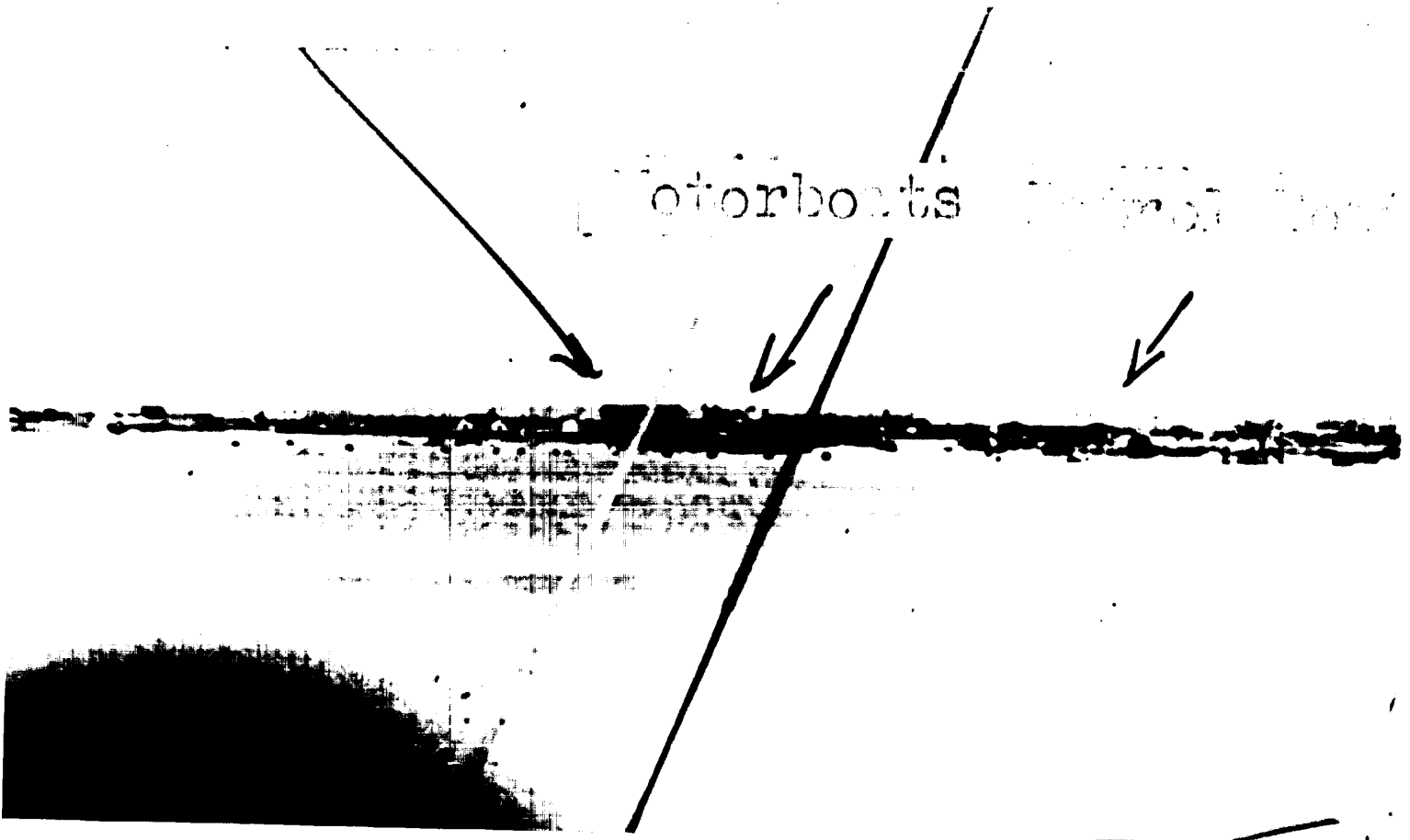


Attachment No. 5



New Navy pier and barracks

Motorboats

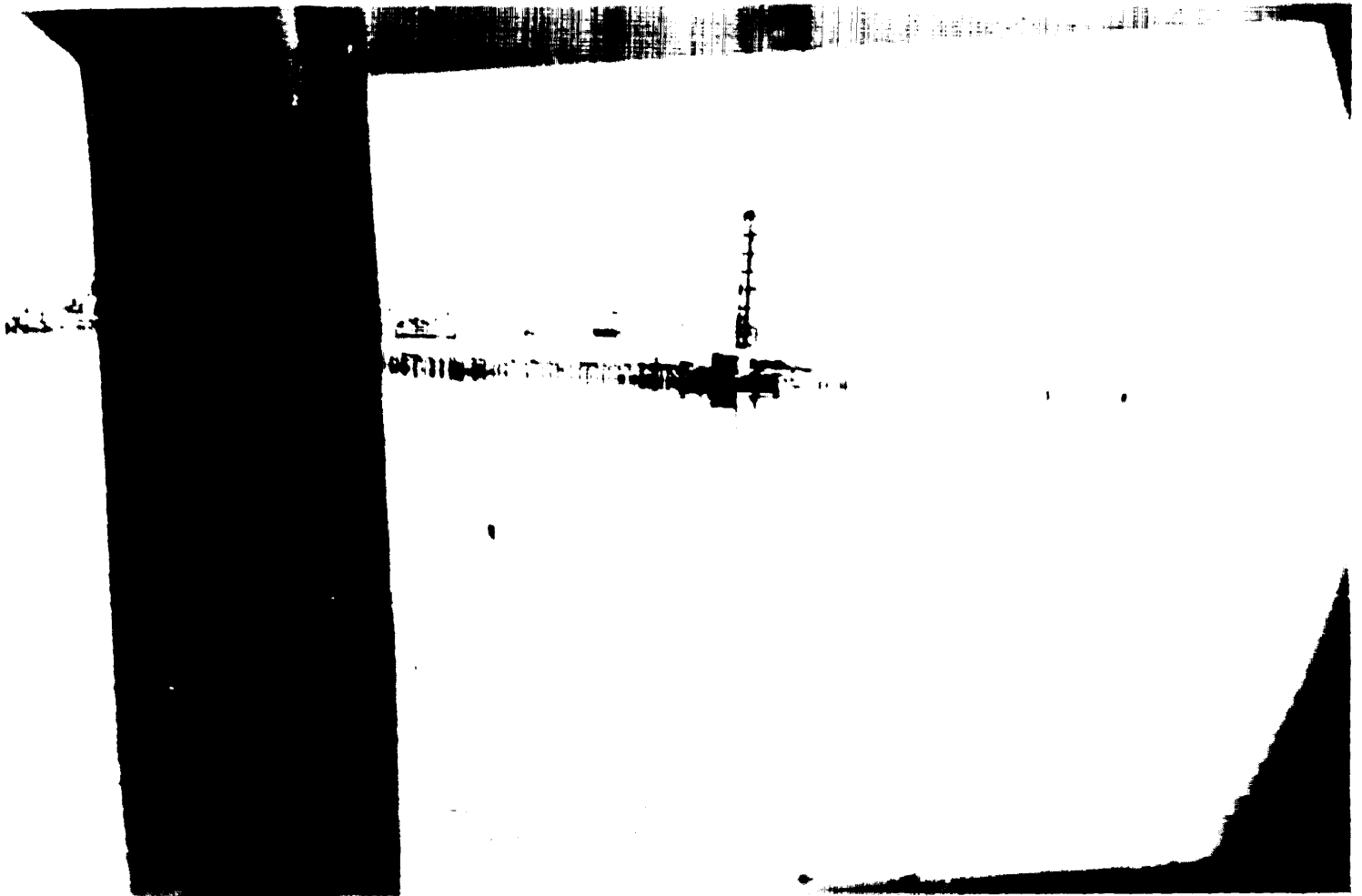


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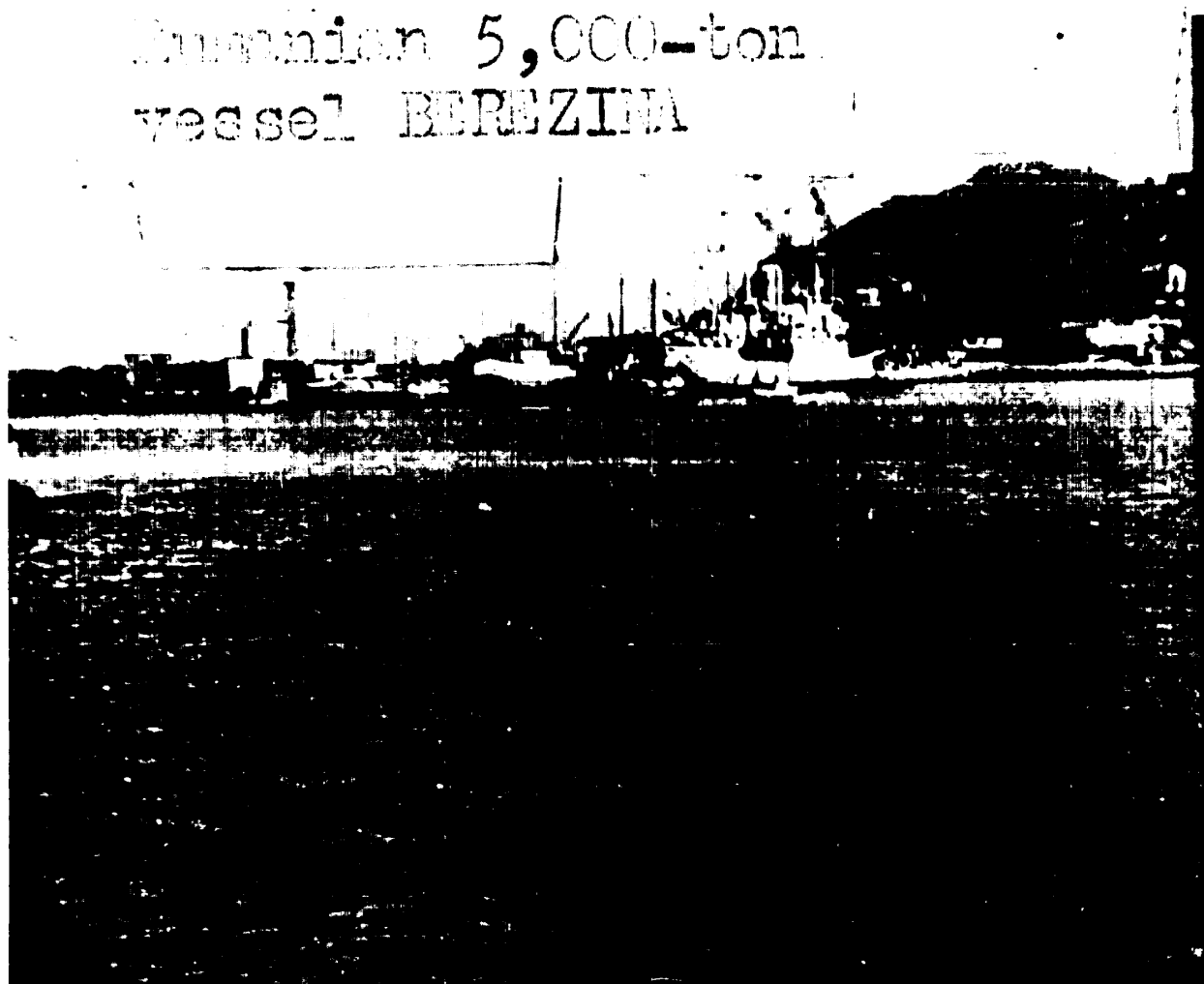


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Attachment No. 7



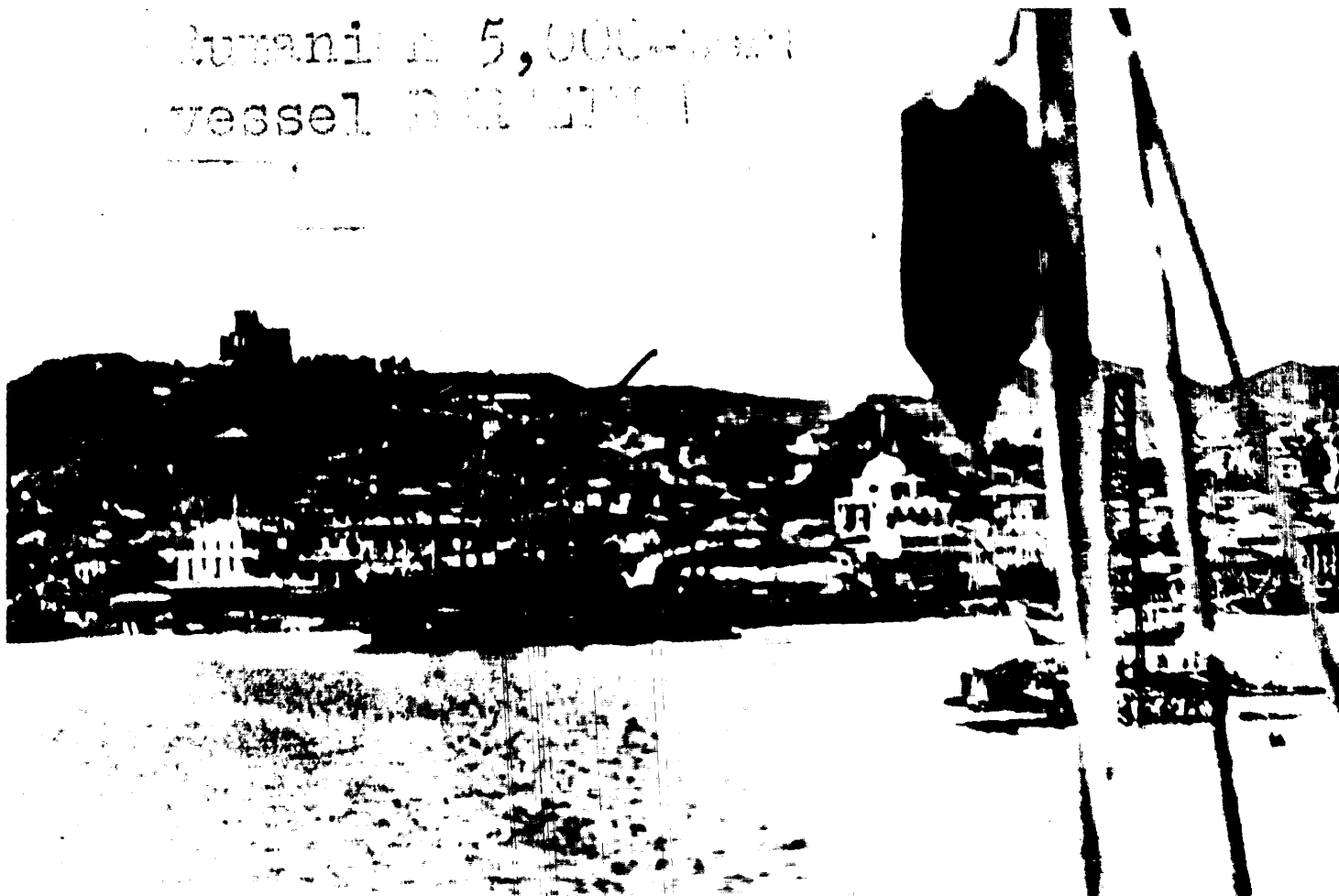
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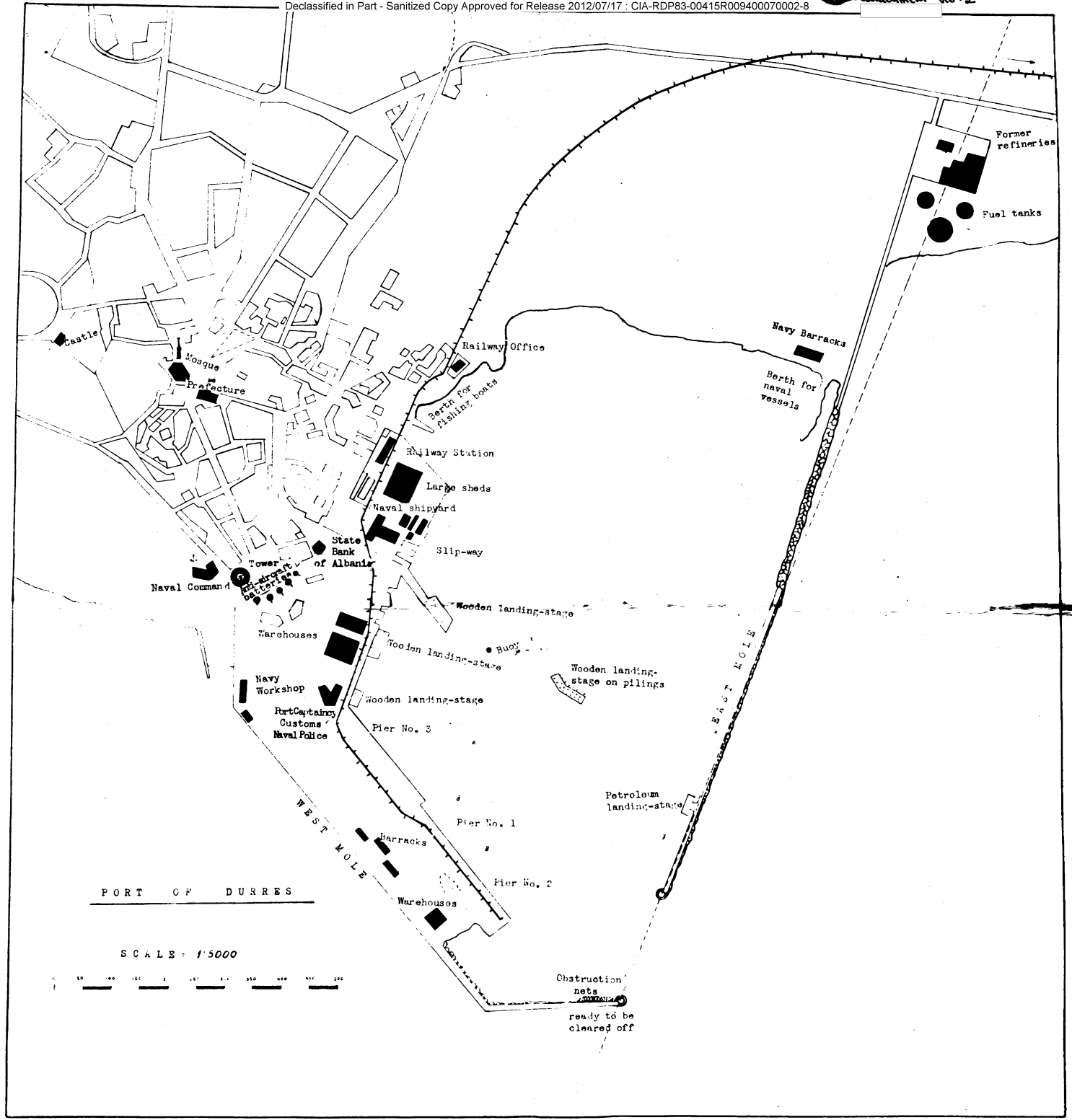


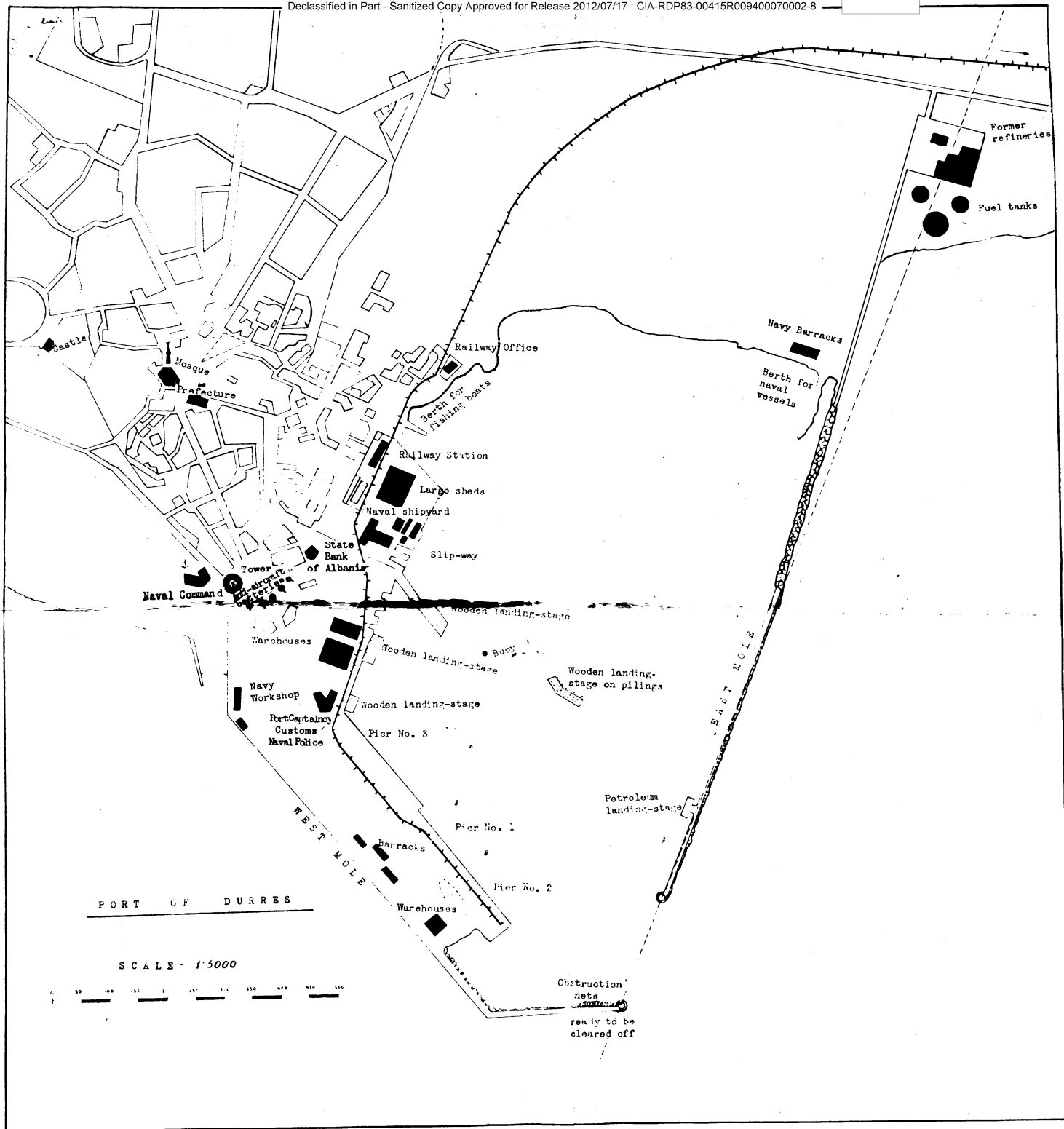
Attachment No. 9

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Rumanian 5,000-ton
vessel 300000



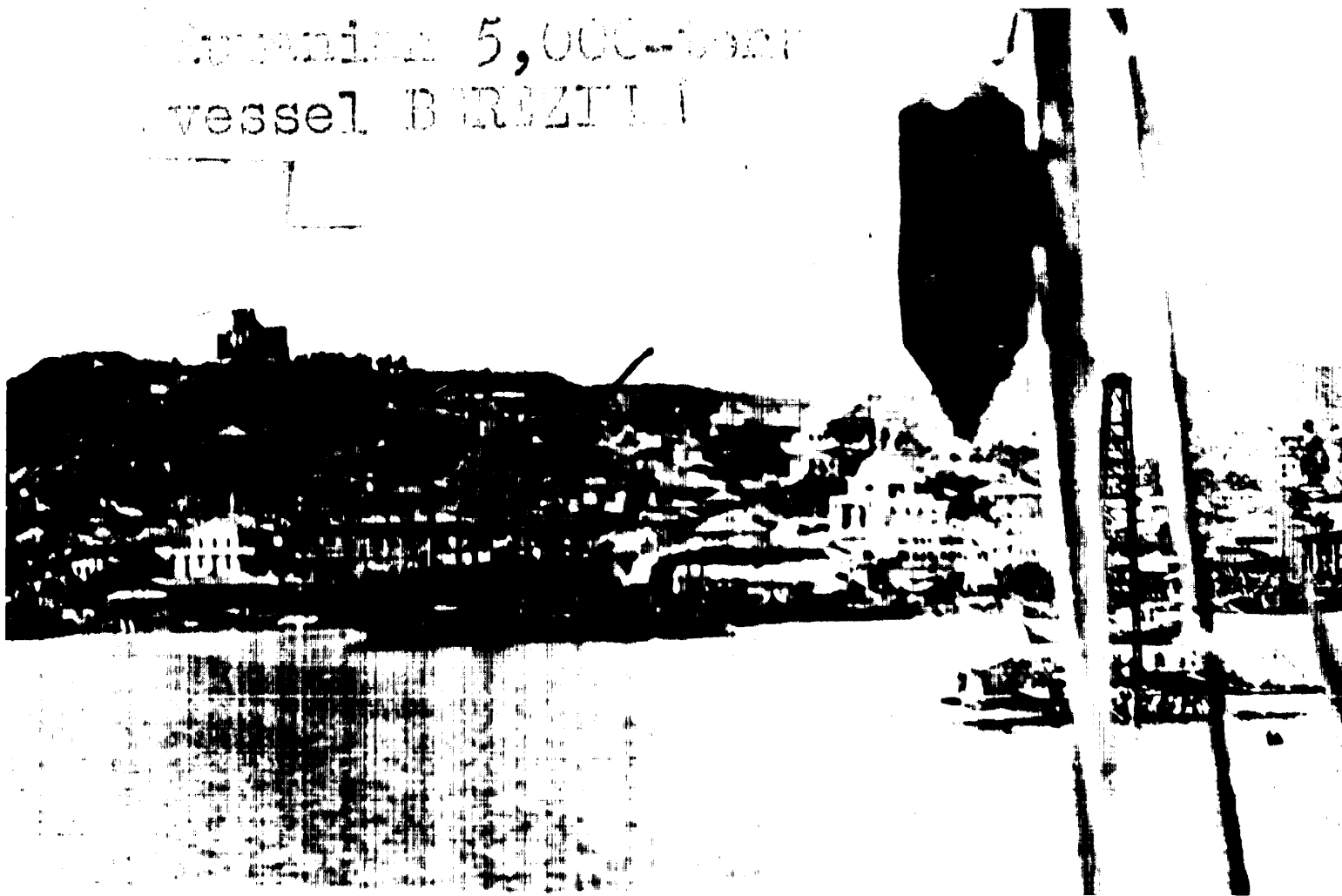




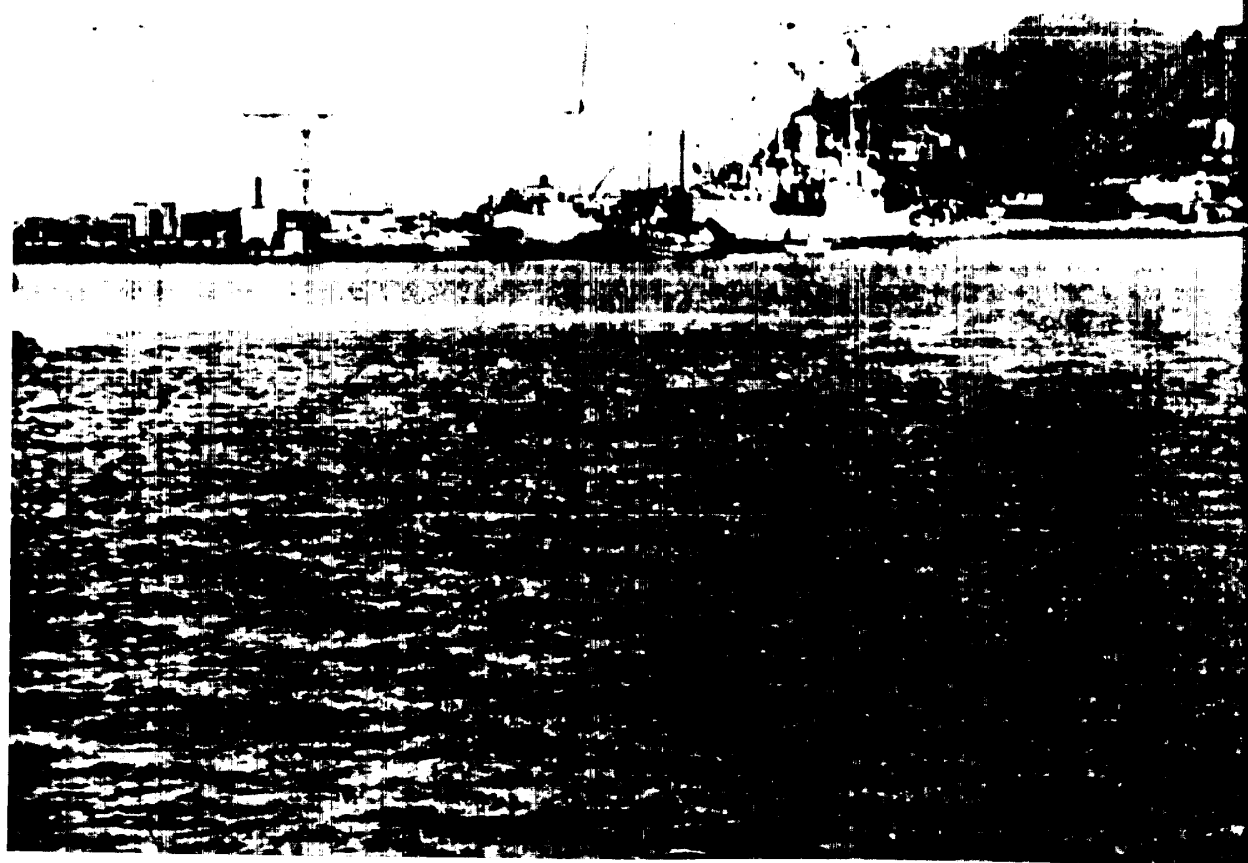
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Attachment No. 9

Approximate 5,000-ton
vessel BREZIL



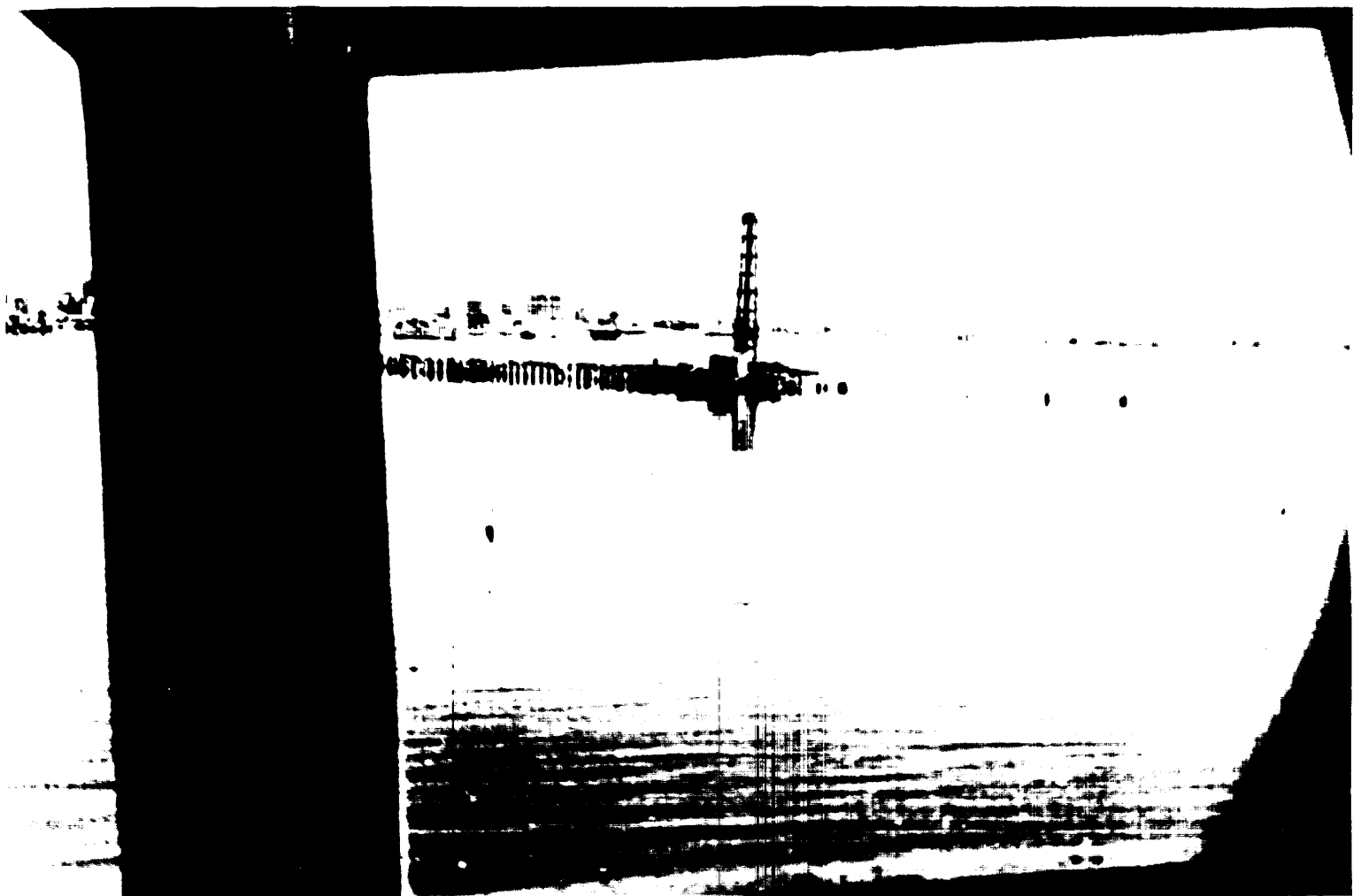
Approx. 5,000-ton
vessel CRIZIA



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New Navy pier and barracks

Motorboats - Patrol Boat



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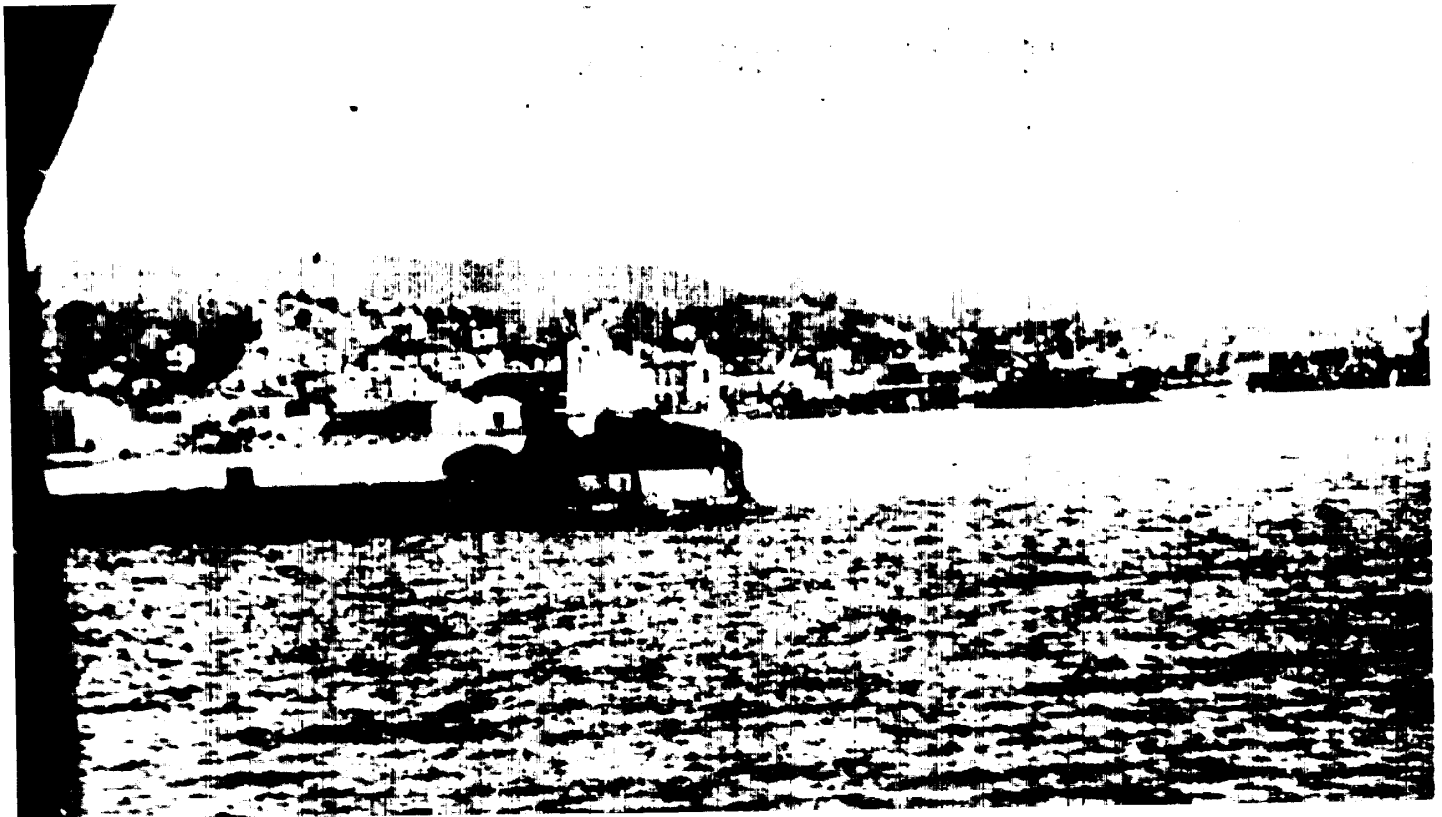


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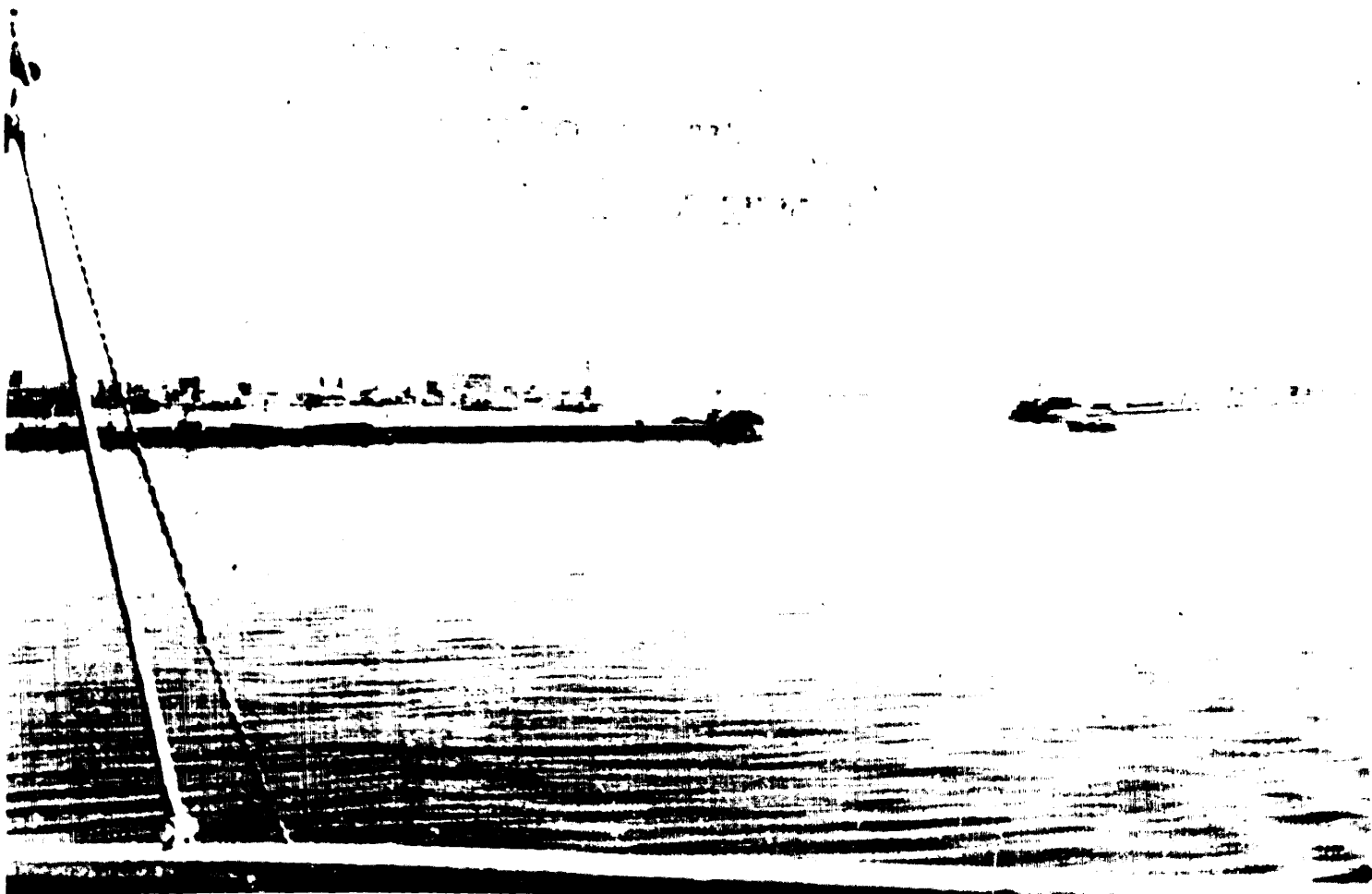


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Port area. Part 1 of 14 part panorama.

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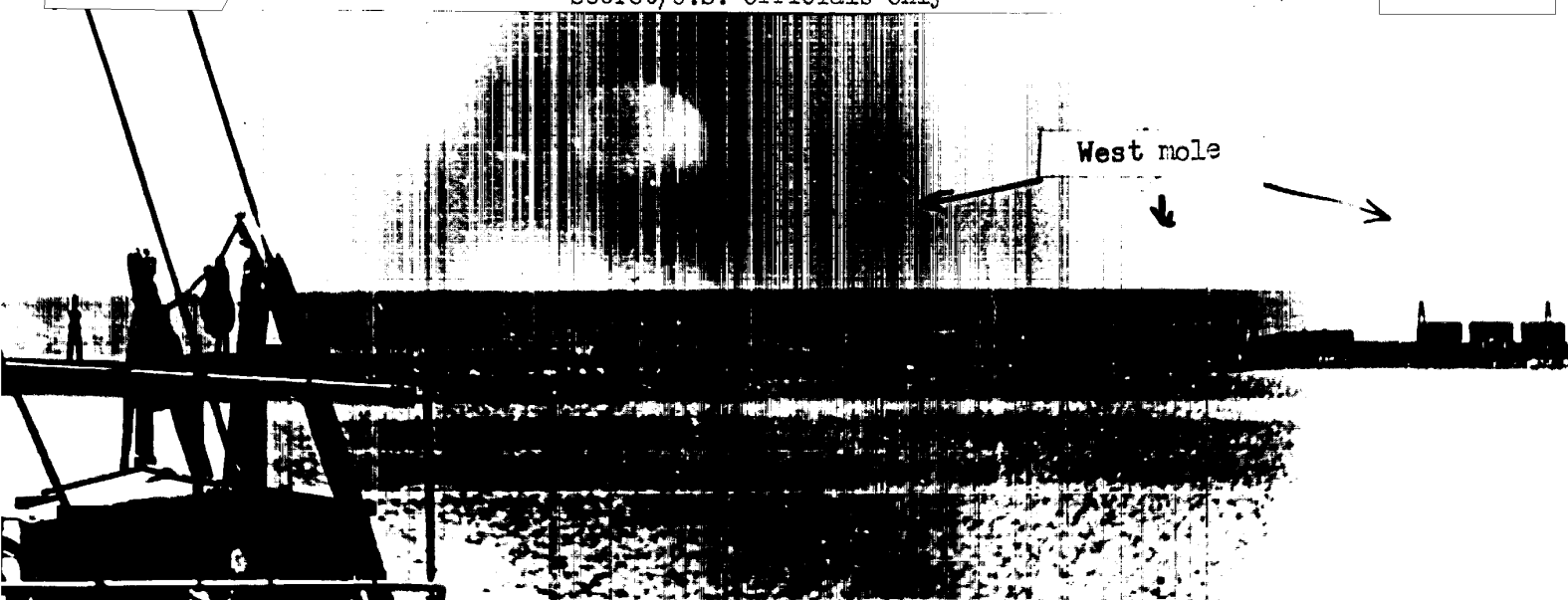


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ALBANIA DURRES DURRES 41 20 N 19 25 E
Port area. Part 2 of 14 part panorama.

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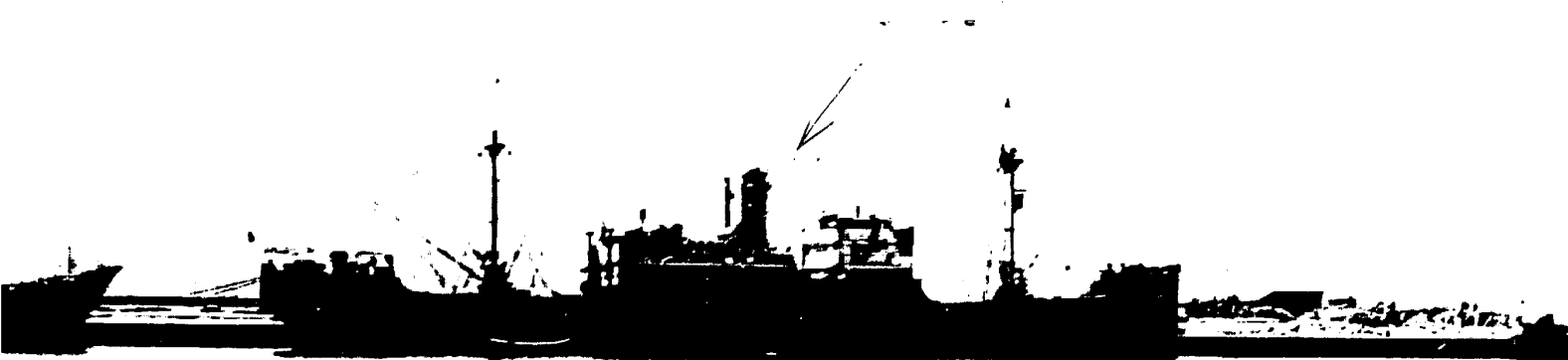
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ALBANIA DURRES DURRES 41 20 N 19 25 E
Port area. Part 4 of 14 part panorama.

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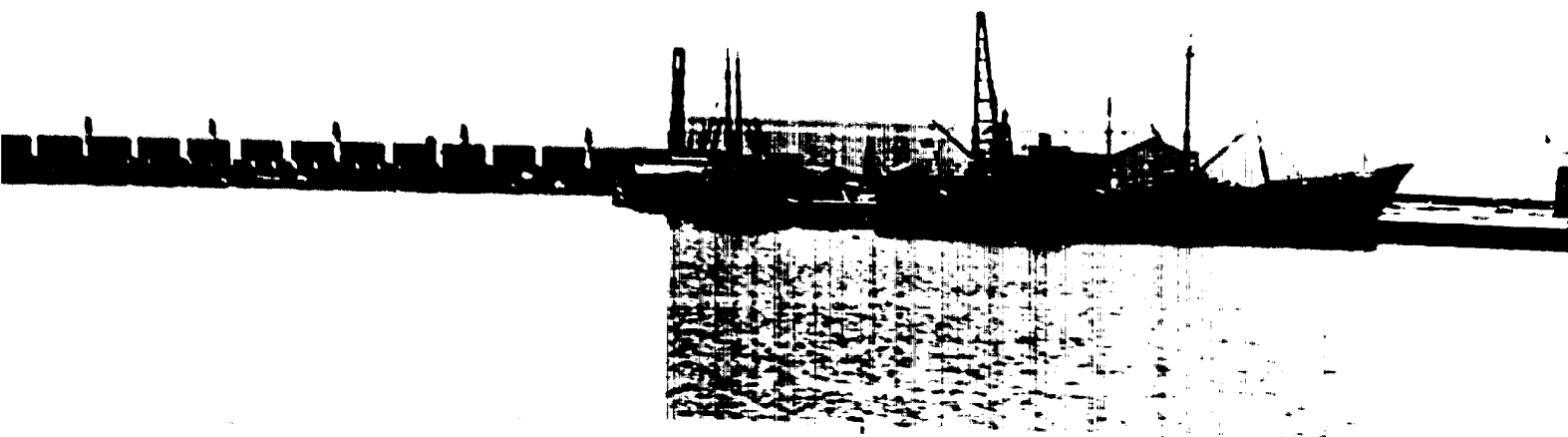
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ALBANIA DURRES DURRES 41 20 N 19 25 E
Port area. Part 3 of 14 part panorama.

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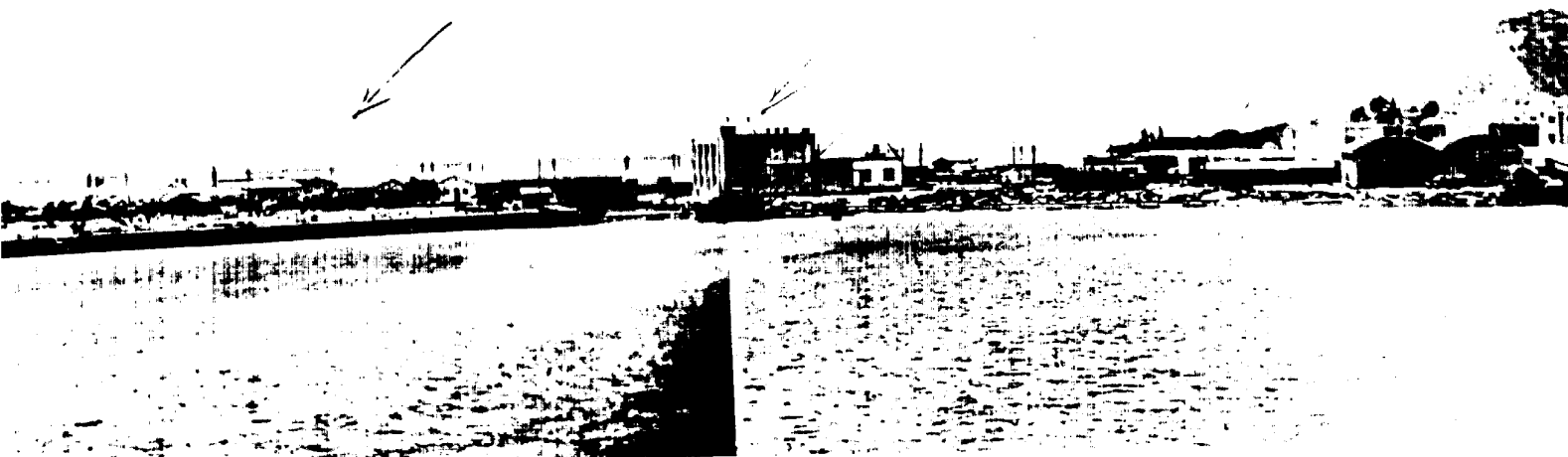


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Port area. Part 6 of 14 part panorama.

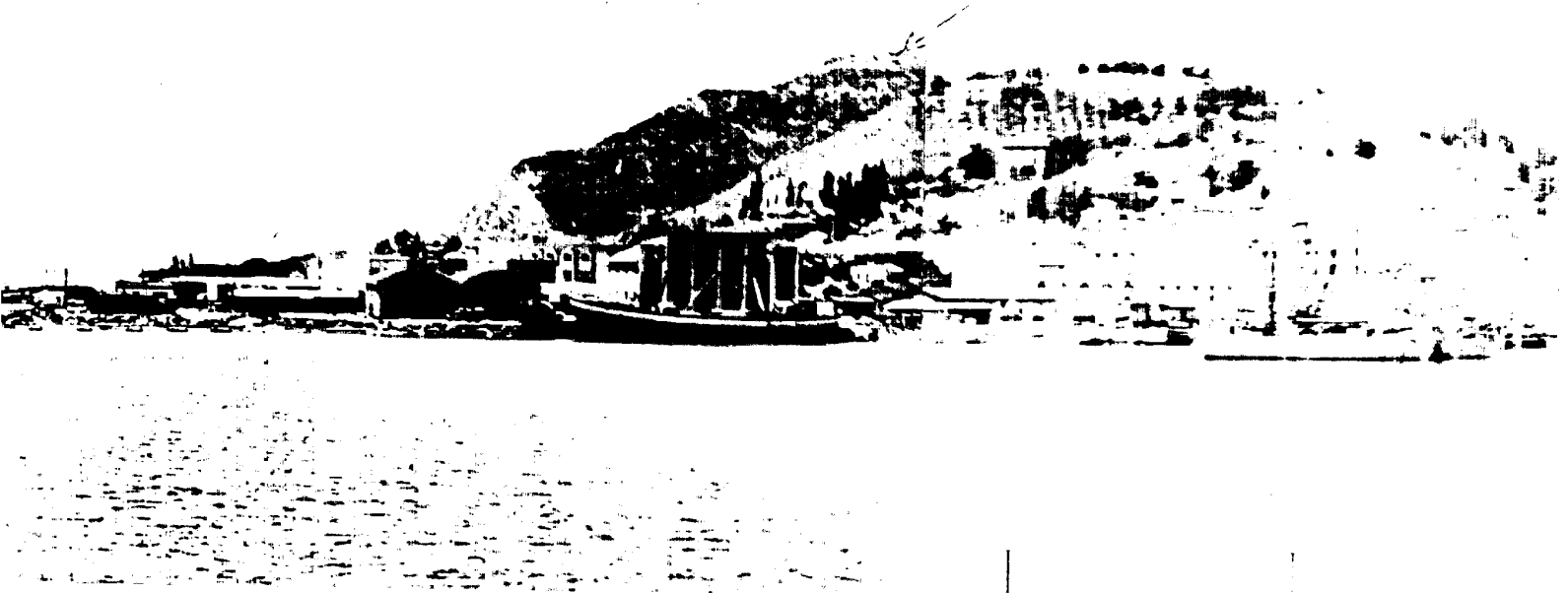
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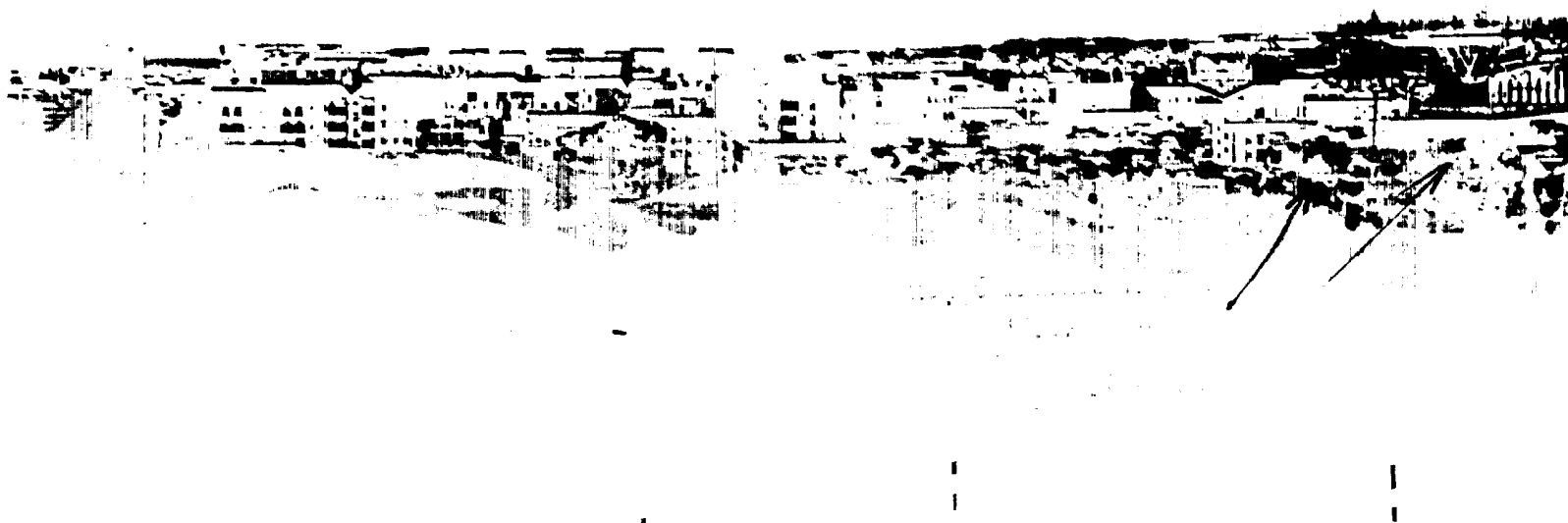
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ALBANIA DURRES DURRES 41 20 N 19 25 E
Port area. Part 9 of 14 part panorama.

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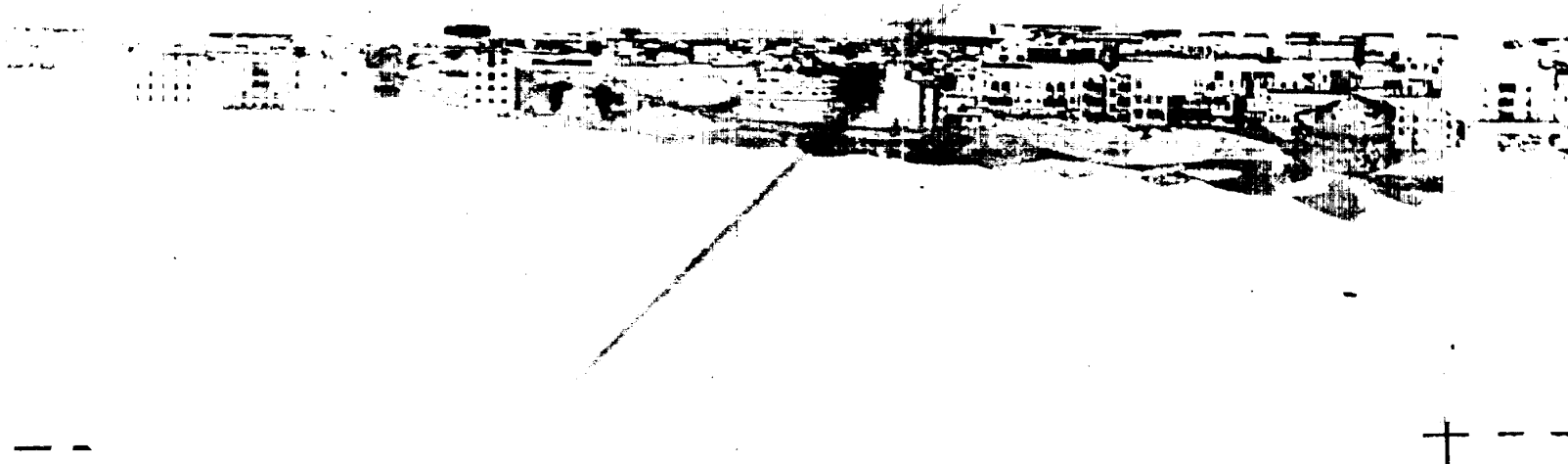


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ALBANIA DURRES DURRES 41 20 N 19 25 E
Port area. Part 10 of 14 part panorama.

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ALBANIA DURRES DURRES 41 20 N 19 25 E
Part 11 of 14 part panorama

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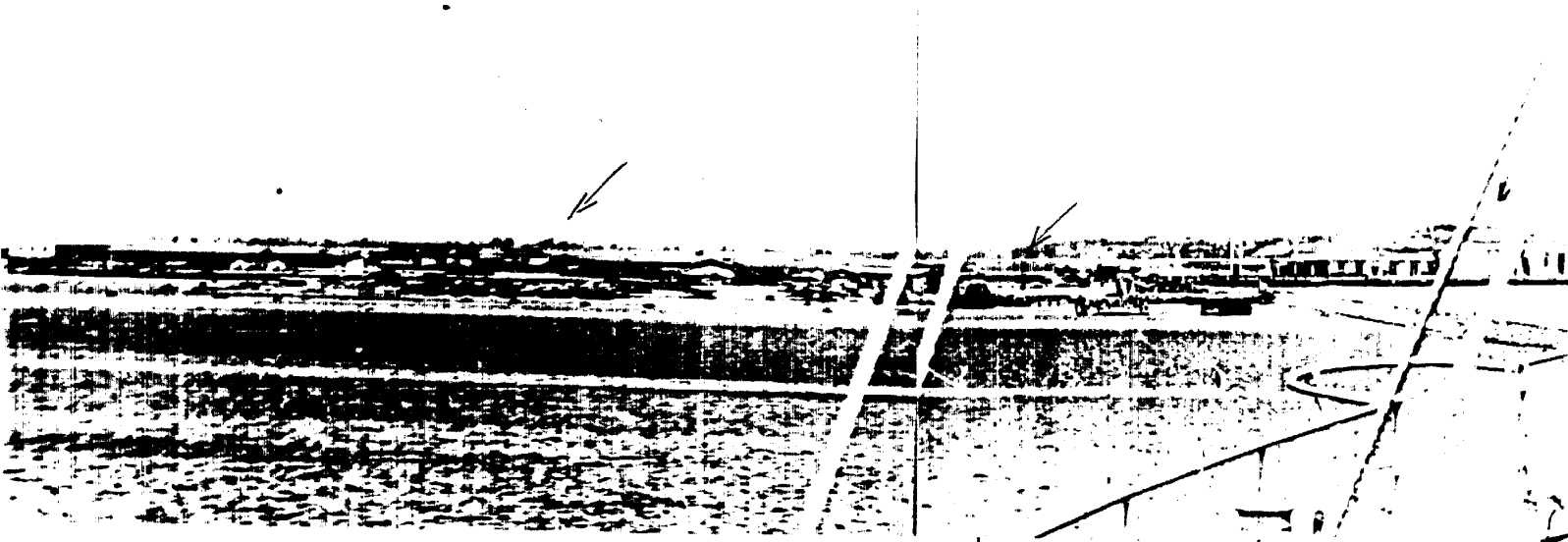
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Port area. Part 12 of 14 part panorama.

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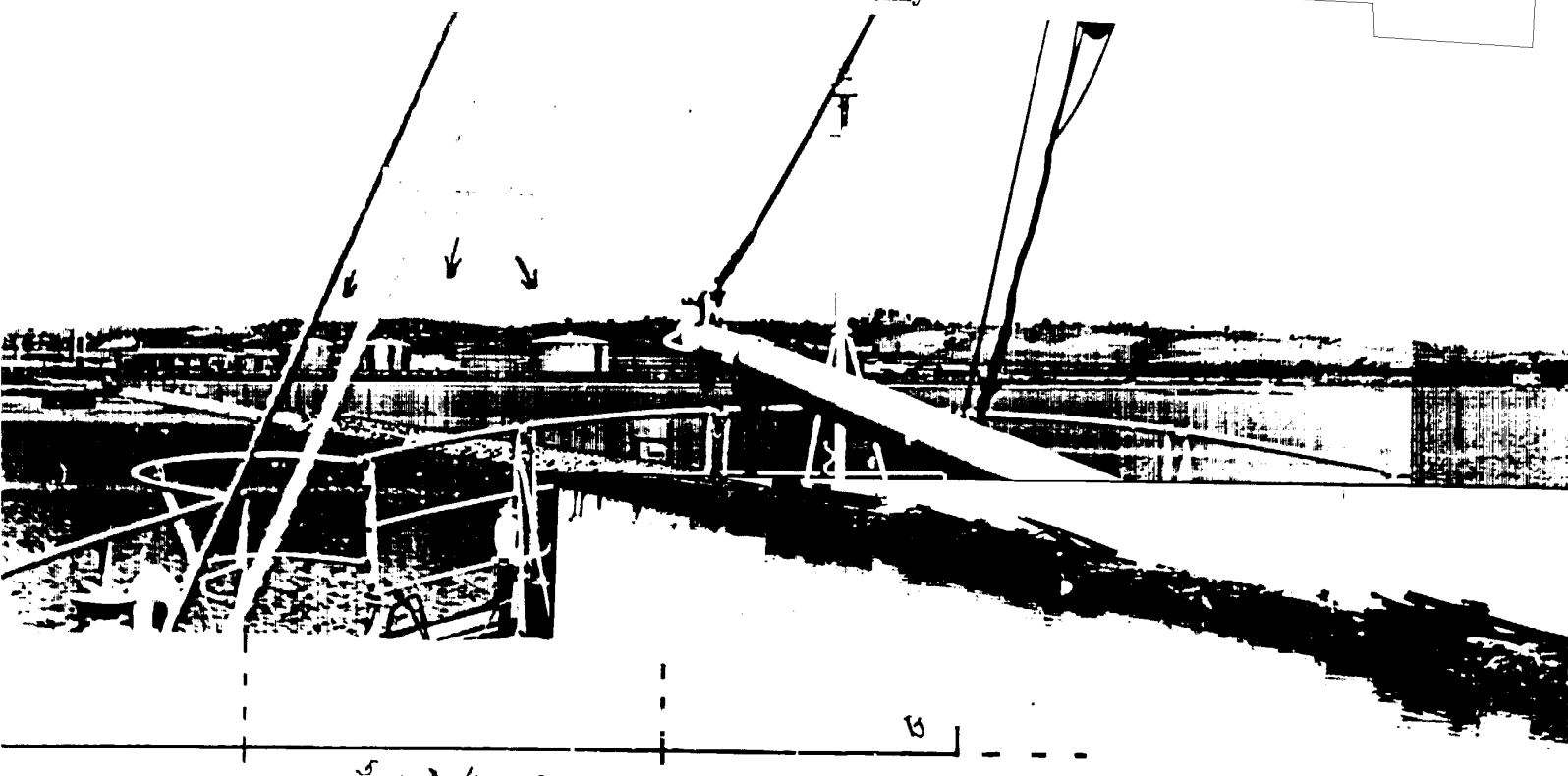
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ALBANIA DURRES DURRES 41 20 N 19 25 E
Port area. Part 13 of 14 part panorama.

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Attachment No. 6

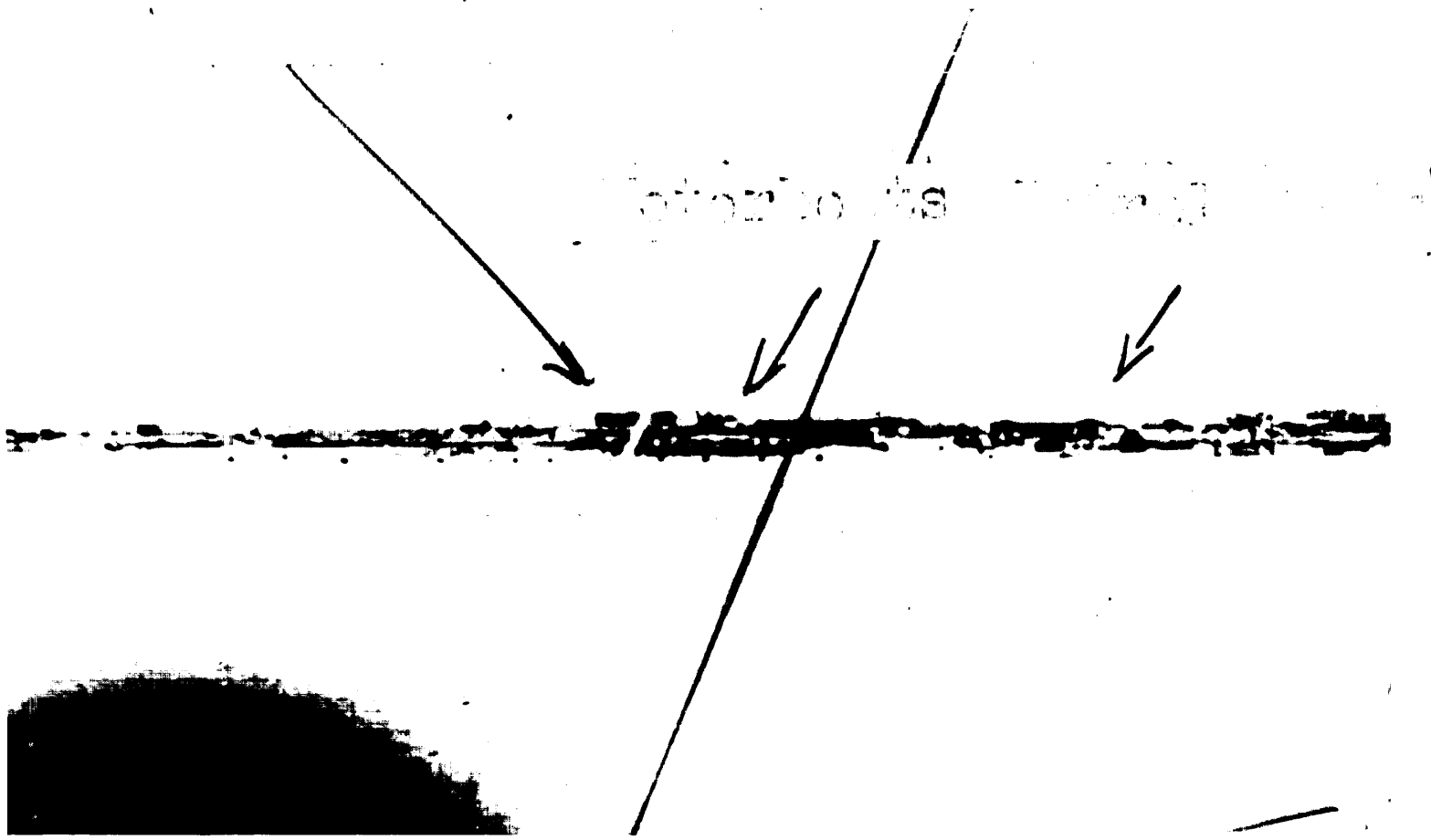
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PORT AREA.

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new pier and barracks

photo of



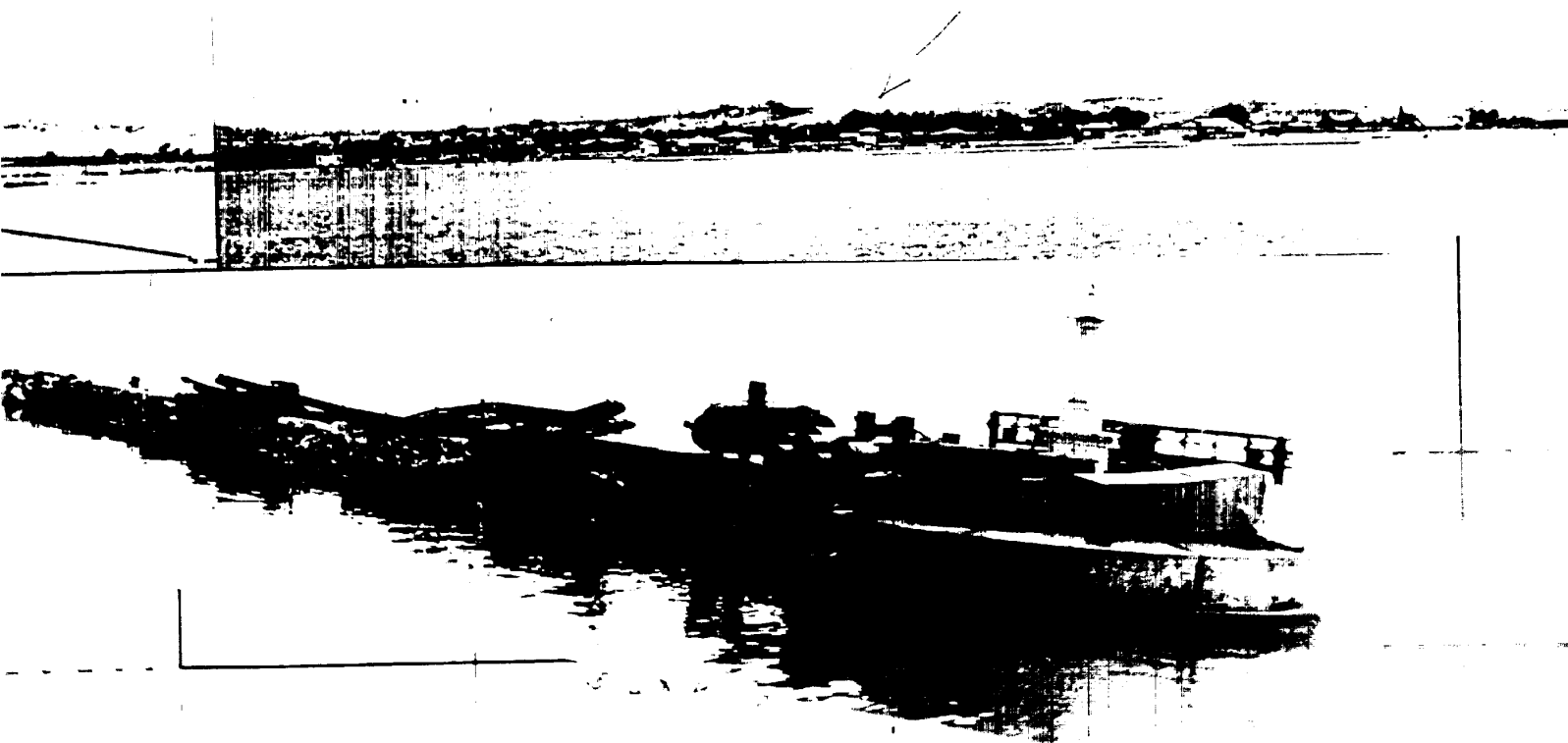
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Port area. Part 14 of 14 part panorama.

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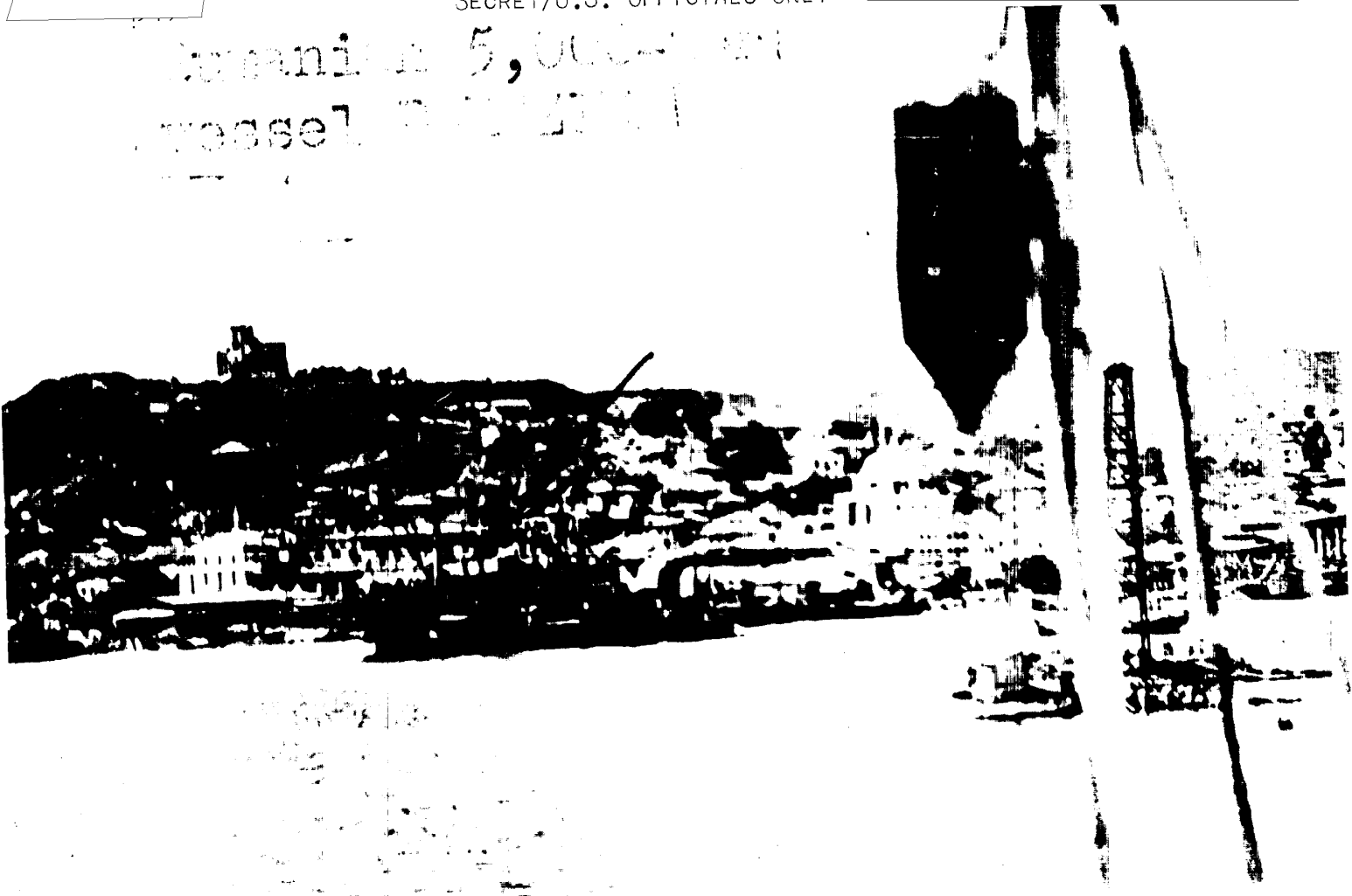
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ALBANIA DURRES DURRES 41 20 N 19 25 E
PORT AREA.

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Duration 5,000-10,000
vessel 3-12-71

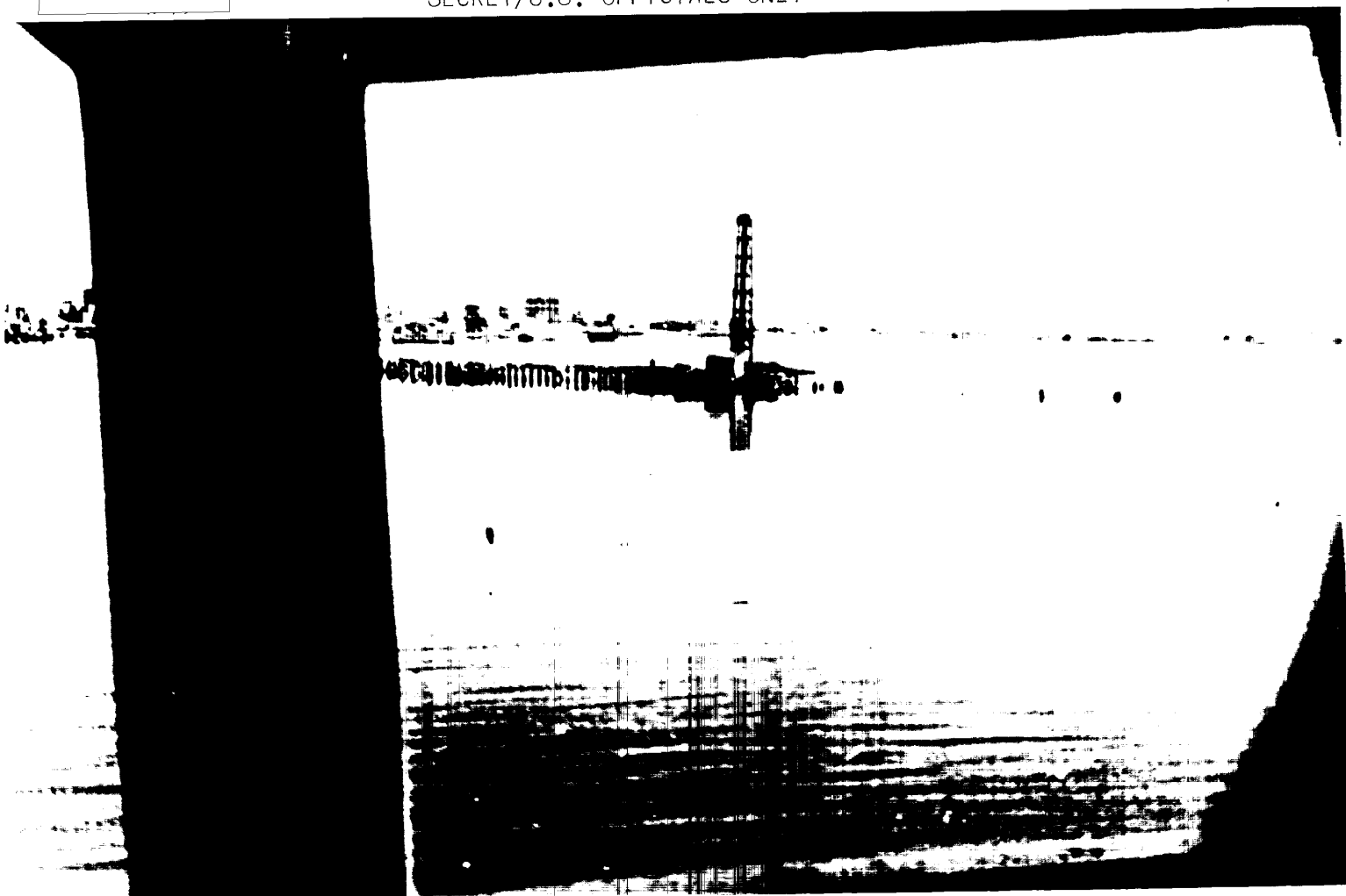


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PORT AREA.

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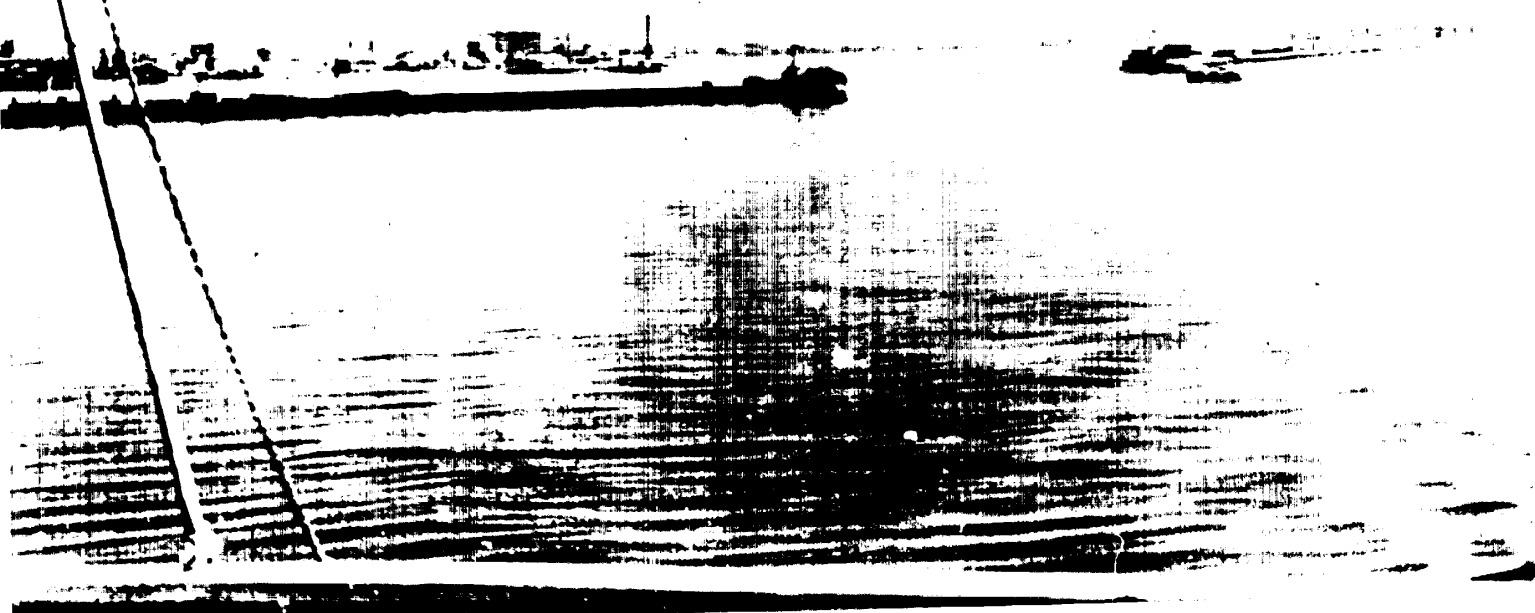


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PORT AREA.

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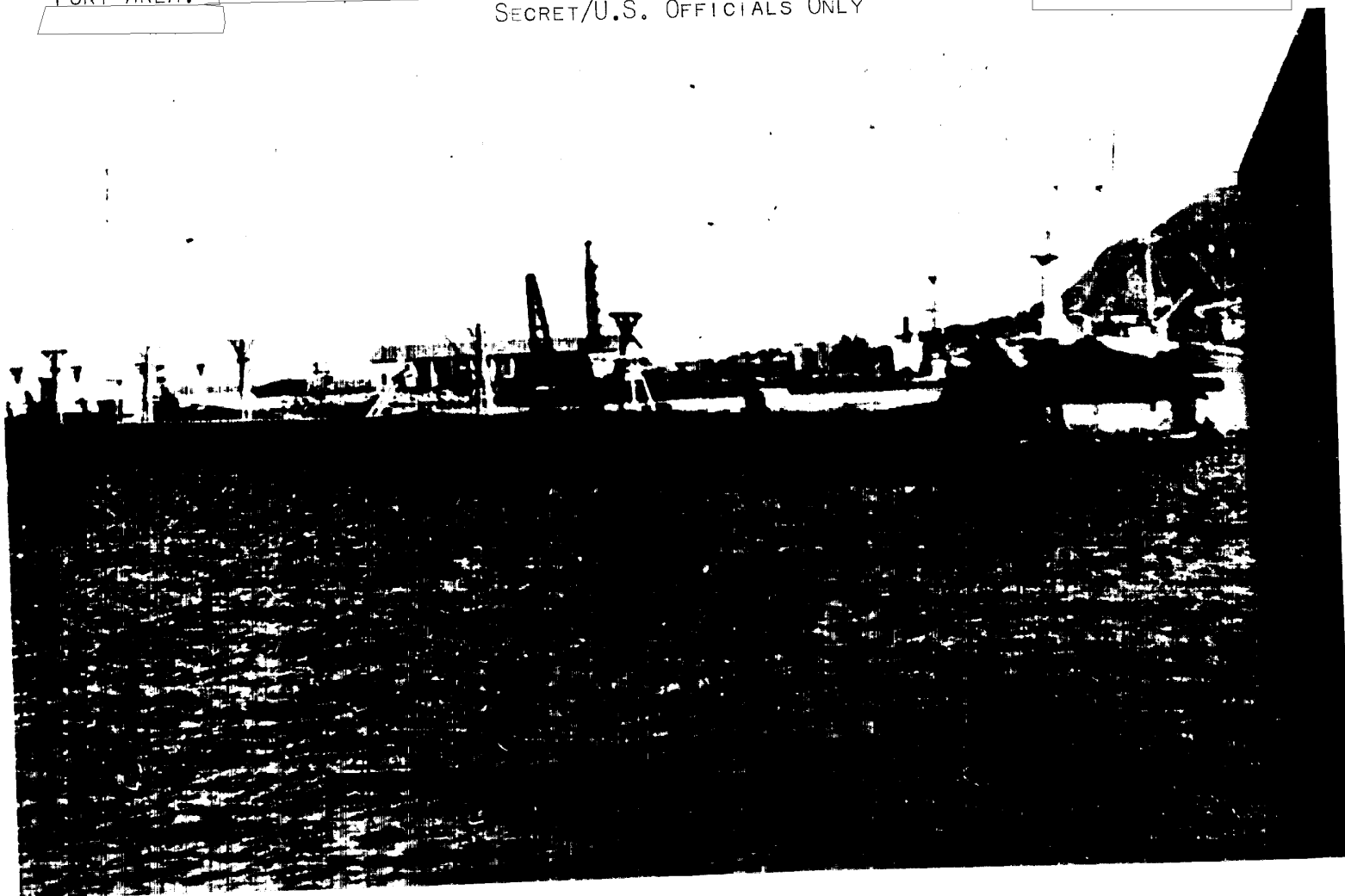


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PORT AREA.

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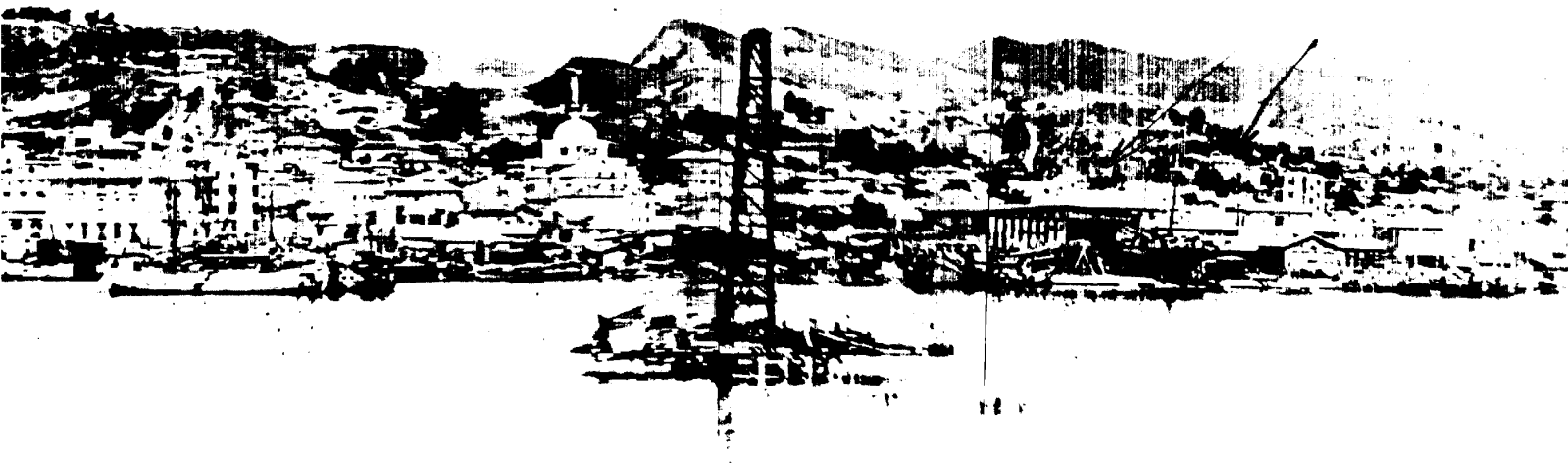
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ALBANIA DURRES DURRES 41 20 N 19 25 E
Port area. Part 8 of 14 part panorama.

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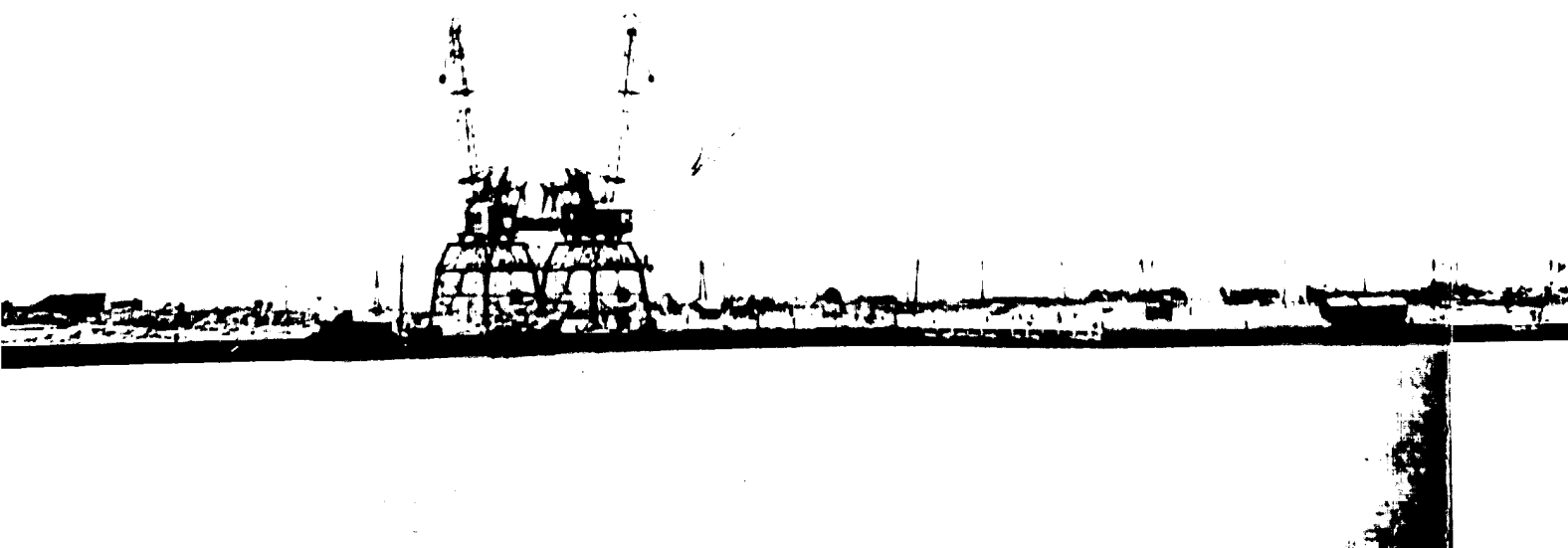


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ALBANIA DURRES DURRES 41 20 N 19 25 E
Port area. Part 5 of 14 part panorama.

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ALBANIA DURRES DURRES 41 20 N 19 25 E
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Attachment No. 4

ALBANIA DURRES DURRES 41 20 N 19 25 E

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Port area.

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